

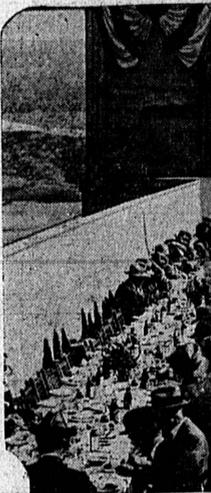
High School Notes

Mr. Hodge, who recently resigned as instructor in the men's physical education classes at the evening high school, will be succeeded by Mr. Wm. McGinnis, football and basketball coach at Gardena high school.

Mr. Dave Ridderhoff, head of the physical education department of the George Washington high school will be in charge of a recreational program in the gym, which is open to both adults and the older boys of the community.

Seniors are sponsoring a noon dance in the gymnasium, at which a penny a dance is charged. The dances are held Tuesday and Thursday noons and are for high school students only.

Luncheon on a Huge New Dam in California



The gigantic municipal waters of the Mokelumne river was dedicated recently. One of the dam where 500 persons

WALTER

J. M. DeVito, chairman of committee to make a list of children under school age has list about completed and will will miss no one when he is Christmas tree that the various societies, clubs, etc., are arranged for Saturday evening, Dec. 21, at the school house.

Mrs. W. M. Jacobs of Neepno was called to the bedside her father, Del Abrams, who been ill at the hospital in Wood the past week, where he died by his widow, Mrs. Abrams and their three daughters, Harry Kelso of Michigan arrived Monday a few hours late, Mrs. W. M. Jacobs of Teria and Mrs. Emil Johnson Montana who is expected to for the funeral, which will held in the Lomita Elem school, Monday.

Mrs. C. S. Edmundson, collector, and Mrs. F. McLain, secretary-treasurer of the Lomita Pedro Council, accompanied by R. E. Lesley, president of the Lomita P. T. A., attended the meeting of the Lomita Pedro Co held at the Lomita Elem school, Monday.

Mr. F. Bingham of Ward is enjoying a visit from his brother, Bingham of Arizona this week.

Mrs. J. S. Polston and children, Leona and Edgar of North street, spent Thanksgiving at a home of her sister, Mrs. H. Kin of Olive.

Mr. and Mrs. R. E. Lesli, Park street, entertained Mr. Mrs. A. Jones and son Roy of Minington, at dinner Sunday.

Misses Catherine and Atholpin of North Park street, at

FOUR

The Counties

(Continued)

Charles E. Williams and William M. Dorney filed a complaint of intervention against the City of Azusa, five Councilmen, two other city officers, and the Griffith company, one of the implicated concerns. They charged that the accused Councilmen were holding office illegally, that they had no right to let contracts for improvements.

Declared the plaintiffs, supported by property owning intervenors: Some time previous, former Councilmen C. H. Howard, T. A. Smith, E. E. Dilley, and F. C. Stone had feared a recall, had resigned in their places they had appointed Councilmen Walter A. Johnson, Charles H. Mace, Joseph C. Muehe, August L. Meier, and R. S. Demmitt, now named as co-defendants. Therefore, the five were without authority; should be removed from office.

The defendants responded that the other members of the Council are without authority, should not be permitted to meet as the authorized City Council of Azusa.

Supreme Decision

With slow and measured tread, the U. S. Supreme Court, robed in black, solemnly mounted its rostrum last week. Directed at it were the eyes of all Los Angeles, for the decision which the Court was about to hand down dealt with the union terminal for which the engineers had been working for eighteen years. Also leveled at the Supreme Court were the eyes of the three implicated railroads: the Atchison, Topeka & Santa Fe, the Southern Pacific, the Los Angeles and Salt Lake lines.

Six weeks before, Los Angeles had asked the Supreme Court a single question. That question: Does the Interstate Commerce Commission have the authority to compel the construction of union stations? For many days, the judges of that highest tribunal digested the Transportation Act of 1920, mulled over the matter, cogitated and pondered. They scrutinized the brief prepared by Los Angeles counsels, the appeals filed by the Interstate Commission and the three railroads concerned.

Last week their answer was forthcoming. It was: The Interstate Commerce Commission has no authority to compel the construction of union stations. Greatly relieved was the city, for this decision, triumphant over the railroads themselves: public-spirited Angelenos were reticent, contemplative, but not despondent.

For eighteen years has the question of a union terminal been in the air. Many times had it seemed that the issue was about to be settled once and for all; then new facts were uncovered, new wires were pulled, new angles revealed. One legal imbroglio after another had entangled the entire matter in a quagmire of legality. Implicated have been the State Railroad Commission, the California Supreme Court, the Interstate Commerce Commission, the Supreme Court of the District of Columbia, the Court of Appeals of the District of Columbia, and most recently, the U. S. Supreme Court. Grave decisions, painstakingly formulated by one authority, had been reversed by the jurisdiction of another court until it seemed as though no final judgment would ever be forthcoming (News Review, Nov. 4-10).

Still pending in the California Supreme Court is another case which may definitely decide the union station problem. Instituted in 1927, the point at issue appeared to be whether or not the State of California, through its Railroad Commission has the power to order construction of a union station. Now that the United States Supreme Court has ruled that the Interstate Commerce Commission is devoid of this authority, the pending decision of the California Supreme Court will rule that the State Railroad Commission either has or has not power to force the railroads to build the union terminal. Whichever side loses will no doubt carry the case to the United States Supreme Court, insuring further legal tergiversation. A pertinent is the recent decision of the U. S. Supreme Court to many another large city with leanings toward a union station. Excerpts from the opinion read: "Without more specific and express legislative direction than is found in the act (Transportation Act of 1920), we cannot reasonably ascribe to Congress a purpose to compel the interstate carriers here to build a union passenger station in a city of the size and extent and the great business requirements of Los Angeles . . ."



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"Such authority, if conferred in Los Angeles, would have application to all interstate railroad junctions. . . . It would become a statute of the widest effect and would enter into the welfare of every part of the country. . . . might greatly affect property values and likewise local transportation systems . . ."

"It is true that the railway systems may be united through switches and connecting tracks in physical connections, but this has not been held to justify monumental structures. . . . There is a difference of real substance between . . . connecting tracks and switches and junctions and a passenger metropolitan union station. . . ."

If last week's decision of the Supreme Court is not contested, Los Angeles may soon have within its environs a new \$1,500,000 terminal. Not union will this station be, but devoted instead to the Santa Fe railroad. Such was the statement issued last week by Santa Fe General Manager W. K. Etter, who also declared that preliminary plans for the terminal had been drawn and that work would start whenever the \$10,000,000 union depot is definitely decided against.

Hand in Hand

If the two adjacent harbors of Long Beach and Los Angeles were united, immense benefits would result. In both cities this is the consensus of opinion. The chafing rivalry which has brought about controversy and strife over the proposed unification is not concerned with this main point; it is rather concerned with the problem of future management of the one big harbor. It is over this and lesser questions that the harbor commissions of the two cities have quibbled several years. Intensively civic-minded people of Los Angeles and Long Beach during the years of quibbling, squabbling, hoped for a speedy settling of the matter, for they knew that when an agreement was reached, the Federal government would provide \$7,000,000 of the \$14,000,000 proposed enlargement program.

Last week, at Washington, met the Board of Harbors and Rivers. To the board's meeting, presenting a united front for the first time in several years, went representatives from Los Angeles and Long Beach harbors, laid before the board a joint plan for the development of their common harbor. As to their long standing point of difference—the management of the harbors—they requested the elimination of the condition imposed by Congress, namely the formation of a port district. Other conditions imposed by Congress before Federal aid would be forthcoming which local representatives ask to have omitted were: 1) that local interests bear half the expense of the \$14,000,000 for the harbor improvements; 2) that the unified harbor must obtain a title to water front property on both sides of Cerritos Channel with a view to filling the channel at a later date for an approach to Terminal Island.

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into one large harbor. The representatives only asked the Board of Harbors and Rivers that final details be delayed until Army Board of Engineers can hold an open hearing at the harbor and obtain more information as to plans for a breakwater erection to meet Federal requirements.

When the meeting was over, the business completed, the harbor delegations left for home with assurance of quick Congressional action on their plan if the Army Board of Engineers makes favorable recommendations.

Oil

Elwood Curtailment

Voluntarily, more than a month ago, two oil companies—Barnsdale-Rio Grande and Pacific Western—operating in Elwood field, near Santa Barbara, agreed to cut daily production of oil by 40 per cent. They did this without solicitation on the part of the State. Desiring further to curtail their output, these two companies and two others at Elwood field—Bankline and Elwood Exploration companies—last week made a radical move, agreed among themselves to suspend all oil drilling activities for sixty days. Authorities of the companies said the move was effected in order to further curtail production. Under the agreement the participating companies are bound, at the risk of heavy penalties, not to violate the agreement within the allotted sixty days. When the time has elapsed, a gradual return to normalcy of production will be encouraged.

Atlee Pomerene

In special service for the U. S. government, former United States Senator, now Attorney Atlee Pomerene arrived last week in Southern California, at Los Angeles. He came to lead the government's fight to cancel all Kern County oil leases held by the Pan-American Petroleum Co. (Doheny), valued at \$15,000,000 and assertedly made through conspiracy on the part of former Secretary of the Interior Albert B. Fall. The government will attempt to restrain the petroleum company from "further drilling, trespassing, performing any work on the lease lands." It also will seek a full accounting of the profits derived and a judgment for the full amount in favor of the United States.

The leases involved comprise three parcels of land totalling approximately 660 acres, made through an act of Congress in 1920, directing that the then Secretary of the Navy Denby take possession of all naval petroleum reserves and conserve and develop them at his own discretion, or by lease. In 1921 Secretary Fall presented to President Harding an executive order commanding the transfer of the lands from the Navy Department to the Department of the Interior. Shortly after, it is charged, Fall and Doheny conspired to defraud the United States by executing the leases for their private gain and to the advantage of the Pan-American Petroleum company. Furthermore, the government expects to prove

that the leases were made without advertising, no consideration being given to the highest bidder.

Aviation

"Crashless"

To hover in mid-air, to swoop through the heavens, to glide gracefully to earth become less hazardous, less perilous, less dangerous each year. No longer are pilots deemed foolhardy daredevils who go soaring across the skies; now are they more methodical, more "safety-minded," more concerned with the future of aviation. A dread has each pilot of a "crash"; he would go to any lengths to avoid it. Not only does the disaster endanger his own life, but it halts the progress of aviation; and sends prospective flyers awry, frightened, unnerved. So believed Herbert Schiff, aviation enthusiast. He offered a trophy each year to the individual pilot who had the best safety record.

This year, the award will go not to the one man, but to the squadron with the greatest number of "crashless" hours. The victors: VN-7 D-11, training squadron at the North Island Naval Air Station, San Diego. To Washington next month will go Lieut. Thomas C. Fisher, commander when the record was made, now attached to the aircraft squadron of the United States battle fleet. President Hoover will make the award personally, will congratulate Aviator Fisher on his squadron's alertness, safety-mindedness.

Femmes Flight

Two feminine fliers, Bobbie Trout and Elinor Smith, of Long Beach and New York, one month ago resolved to do something to make themselves aeronautically famous among women. Fondering over all the things one could do with an airplane, Aviatrices Smith and Trout decided to stage a refueling endurance flight, were backed by Commercial Aircraft Corporation which provided a locally (Los Angeles) built Sunbeam biplane. One month after the decision, after many a delay, the fliers were ready, as was their plane, and their refueling plane (mother ship).

Unique in the beginning, the flight of the two women was destined to be still more unique, have odd developments.

Flight No. 1. On Nov. 23 the two aviatrices took off nicely, dived an optimistic dive over the Metropolitan field for four hours. When Pete Reinhart, lowly, the intrepid refueling hose to replenish the endurance ship's tanks, a miscalculation resulted in Miss Trout being thoroughly sprayed with gasoline, causing her to land the plane immediately.

Flight No. 2. Early last week the intrepid aviatrices again took the air. When their time in the air approached 18 hours, and the refueling ship was due, a dense fog arose, the two ships lost each other. Before they could make contact, the aviatrices were forced to land once more.

Flight No. 3. Not daunted, the two took off the next day for the third time. But as the fortieth hour of their time was drawing near, while in the process of refueling, the mother ship's Liberty motor froze, forced the refuelers to land in a bean field, caused another forced landing of the two flying femmes, Trout and Smith. They expect to try again, on a fourth flight, this week.

County Airports

Airports bid fair to become almost as numerous as auto parks. Scarcely a month goes by but some Southern California community transforms a suburban tract into an airport, the San Gabriel Valley Development Association, a 150-acre tract, appointed a committee to study the report of the County Regional Planning Commission, to select the site which seemed most appropriate.

Last week, the committee reported. The board of directors of the Association listened to its opinion; eventually instructed President J. L. Matthews and Secretary Myron Haig to do everything within their power to have the County Board of Supervisors lease the suggested El Monte airport site, a 968-acre tract, for a major county airport.

Between San Fernando and Pacoima is another airport site. The chambers of commerce of the two communities believe that the location is an excellent one, have suggested to the County Board of Supervisors that it be taken over by Los Angeles County and developed into an aviation center.

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